



SAS Superstructure

Location: 04-SF-80-13.2 / 13.9

Client Name: CalTrans

Run date 19-Nov-14

Time 5:38 PM

Daily Diary Report by Bid Item

Contract No.: 04-0120F4

Diary #: 125 Const Calendar Day: 352 Date: 26-Aug-2010 Thursday

Inspector Name: Bruce, Matt Title: Transportation Engineer

Inspection Type: Intermittent

Shift Hours: 07:00 am 06:30 pm Break: 00:30 Over Time: 03:00

Federal ID:

Location:

Reviewer: Mathur, Lalit

Approved Date:

24-Jan-11 Status: Approved

04-0120F4
04-SF-80-13.2/13.9
Self-Anchored
Suspension Bridge

Weather

Temperature 7 AM 60 - 70 12 PM 60 - 70 4PM 60 - 70

Precipitation 0.00"

Condition Overcast to sunny

Working Day ☒ If no, explain:

Diary:

Dispute

Work description.

- Attended biweekly SAS Safety and staff meeting at 8:00am.
- Met internally about the grouting operation done yesterday for the West Deviation Saddle grout pad mock up with Brian Boal, Alex Schmidt, Lalit Mathur, and Ken Beede. Topics discussed but were not limited to the following; locations to check the surface area of the grout pad on the exterior mock-up forms, days to test the grout for compressive strength, grouting operation method, formwork being liquid tight, etc.
- Marked out 6 locations per the Special Provisions on the exterior West Deviation Saddle grout pad mock up forms where ABF laborers were going cut 6" diameter holes to expose the grout for surface area inspection. The ABF laborers used a Hogan drill press to cut/drill through the 1/2" steel plate around the perimeter of the circle. This was done to not damage/disturb the grout surface for visual inspection. I was onsite to monitor operations and resolve any issues related to exposing the grout surface in addition to complete form removal. ABF intends to remove the forms and grout pad as soon as possible since the 1 day break was 3.46 ksi. A Caltrans engineer should witness the removal of the form/grout pad for further inspection of the mock-up to determine if grouting was done properly.
- See Lalit's diary for ABF and Concos labor, equipment and other operations at the W2 cap beam. ABF ironworkers and laborers removed the corner forms of the W2E West Deviation Saddle grout pad mock-up. Conco carpenters continued to form EB continuity tendon blockouts located on the west end of the W2 cap beam. Conco carpenters also were removing the residual foam from the blockout dowels and the grease on the grout caps which needs to be cleaned prior to placing forms/concrete.

Attachment



Exposed grout surface at the bottom corner between Panels 2 and 3.



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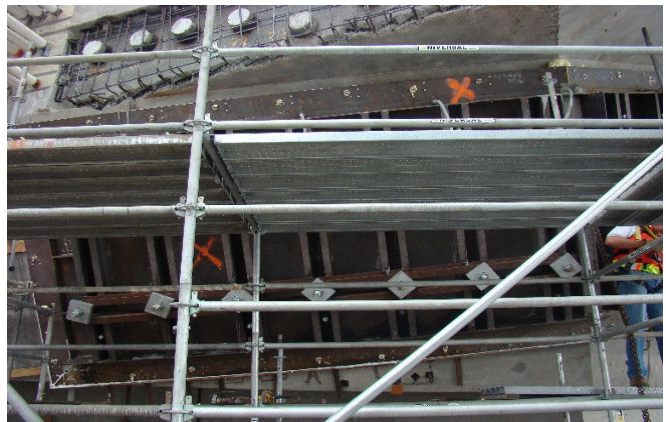
There were a few vertical cracks observed from the top to the bottom.



Rust on the anchorheads and wedges of CBT-11 to CBT-15 on the south end of the W2 cap beam.



Exposed grout surface at the corner between Panels 2 and 3.



Location on Panel A where ABF was to expose the grout surface undisturbed or prior to form and grout pad removal.



Lower corner on Panel 3 near the Panel 2 and 3 joint to be exposed.



Upper corner on Panel 3 to be exposed.

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Erection of OBG lift 8E was done today and pushing the lift towards the east commenced.



Locations where ABF was to expose the grout surface for undisturbed inspection of the grout pad was marked with a orange X on the forms on Panel B.



Exposed grout surface at the top of the corner between Panels 1 and 2. There was a vertical crack observed from the top to the bottom.